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F-16 attracts a crowd

CAP cadets and high school students line up to look at a S.C. Air National Guard F-16 fighter during the first S.C. Aerospace Contest held at Columbia Airport last month. The fighter was on static display throughout the day during the contest (S.C. Aeronautics Commission photo).

First Aerospace Contest may be an annual event

The man who was in charge of coordinating the first S.C. Aerospace Contest said he hopes it will be an annual event in the state.

Marvin Lintner, Aerospace Instructor at Spring Valley High School in Columbia, told the Commission last month that the first such contest held in South Carolina went well. The event was held at the Aeronautics Commission's hangar and office at Columbia Airport.

Some 30 high school students from

Columbia, Sumter and Orangeburg took part in the contest. They competed in five areas: aerospace science, aircraft preflight, aircraft navigation, aviation display contest and an aviation identification quiz. Trophies were awarded for first, second and third place finishers in each category.

Students from CAP units and Junior ROTC units at Irmo, Spring Valley, Sumter and Orangeburg-Wilkinson High Schools participated in the contest. ➔

Commission OKs \$88,000 for airports

The South Carolina Aeronautics Commission last month approved nearly \$88,000 in state funds for the following airport projects:

Beaufort County

Construction of an aircraft parking apron, taxiway and taxiway lighting, relocation of power and water lines, an automobile parking area, security fencing and an aircraft refueling facility. Total project cost: \$432,000. Federal share, \$313,000. State and local shares, \$59,464 each.

Hartsville Municipal

Overlaying the existing runway and taxiways, installation of new runway and taxiway lighting, chain link fencing around the airport and a larger aircraft parking apron. Total project cost: 369,500. Federal share: \$332,500. State and local shares, \$18,475 each.

Berkeley County Airport

Construction of an asphalt taxiway 1,900 feet long by 35 feet wide and installation of medium intensity taxiway lights. Total project cost: \$138,594. Federal share: \$124,734. State and local shares \$6,930 each.

Hilton Head Airport

Installation of medium intensity taxiway lights on the airport's parallel taxiway. Total project cost: \$78,195. Federal share: \$70,375. State and local shares, \$4,097 each. ➔



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Computer Reservation System Rule Prohibits Anticompetitive Practices

By Henry M. Burwell, Esq.

Effective March 30, 1984, the Civil Aeronautics Board adopted a new rule for airlines owning computer reservation systems (Part 256, Federal Aviation Regulations.) The purpose of the rule is to prevent "unfair, predatory and anticompetitive practices in air transportation."

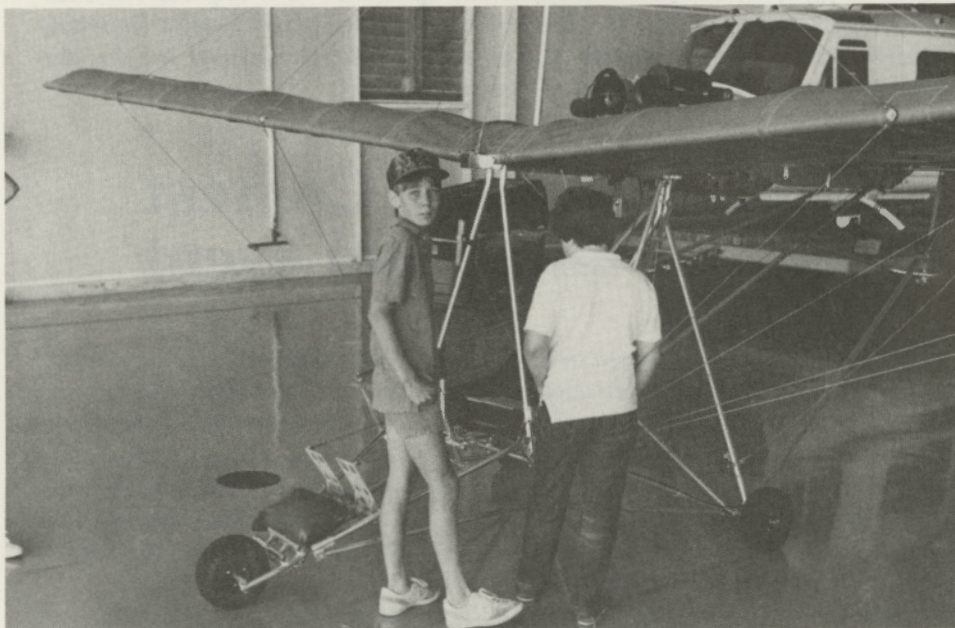
The scope of the rule governs air carriers, domestic and foreign, that own, control or operate computerized reservation systems (CRS) for travel agent subscribers in the United States. It includes U.S. sales activity of interstate, overseas, and foreign passenger ticket sales through such systems. Both air carriers and ticket sales agents are affected.

The problem addressed by the rule is the stifling or elimination of passenger traffic of affiliated carriers contracting for CRS services with the controlling air carriers. In essence, the CRS can remove the affiliate carrier passenger schedules from the CRT display used by travel agents. Such activity could unfairly divert traffic away from affiliated carriers.

Consequently, an air carrier which now owns, controls or operates a CRS shall not deny access to its system to two or more carriers whose flights share a single designator code unless with a CAB approval. Further, the carrier shall not otherwise discriminate against any other carrier on the basis of it using the same designator code as another carrier. (§256.4)

New rules are being proposed by the CAB to prohibit CRS owners from excluding other carriers from their systems. The rules will address flight ranking, schedule updating, and unjust discrimination between carriers in setting CRS user fees. Travel agents would be authorized to use more than one computer system, sales and booking information of CRS owners would be disseminated to CRS users and CRS service enhancements offered to one user would be available to all users.

Mr. Burwell is a partner in the firm of Barringer, Allen, Pinnix & Burwell, Greenville, S.C. ➔



Two youths visiting the S.C. Aerospace Contest are very interested in the one-man ultralight aircraft on static display. The aircraft was provided by Eagle Aviation of Columbia. Aeronautics Commission photo).



Charleston Marriott Hotel

7th Airports Conference Aug. 29 in Charleston

The seventh Annual South Carolina Airports Conference will be held this year in Charleston Aug. 29-31 at the Charleston Marriott Hotel, one of the newest facilities in the port city.

Conference topics tentatively scheduled include discussions on airport profitability/leases, ultralights and airport maintenance as well as others still developing.

Room rates during the conference are \$45 for single occupancy and \$55 double occupancy.

Those planning to attend should make reservations before Aug. 8 and tell the reservations clerk you will be attending the S.C. Airports Conference so you will be eligible for the lower room rate.

Conference registration will be Wednesday, August 29 from 2 to 5 p.m. A reception will be held that evening beginning at 6 p.m. The first business meeting will begin the following morning at 9 a.m. ➔

Olympic pilot handbook available from FAA

The Federal Aviation Administration (FAA) has prepared a booklet for pilots who will be flying to the 1984 Olympics in Los Angeles this summer.

The booklet contains valuable information for anyone flying into the Los Angeles basin area—an area containing several of the busiest general aviation airports in the country.

The booklet has information concerning temporary air traffic control towers, the Olympic Special Federal Aviation Regulation, a list of Olympic sites, a list of Olympic area airports and their facilities and terminal area graphic notices.

The Special Federal Aviation Regulation (SFAR) was, according to the booklet, issued to support the

1984 Olympics.

"The SFAR provides special airport, airspace and flight operation requirements and services during the Olympic period. In addition, it provides aviation security in support of the Olympic games in conjunction with various federal, state and local law enforcement agencies," the booklet states.

The booklet, titled Pilot Information Handout for 1984 Olympics, is available at Flight Service Stations and General Aviation District Offices plus the National Flight Data Center in Washington at DOT/FAA, 800 Independence Ave., SW, Washington, DC 20591 Attn: ATT-250. ➔

Breakfast Club



Good weather has encouraged good attendance at the Breakfast Club meetings. In Augusta last month, president Jerry Ballard said 107 people in 54 airplanes attended the May 20 meeting. Club meetings through November are as follows. If anyone would like to have the club at their airport Dec. 2 or Dec. 16, please call Jerry at (404) 724-2651 or Anne Hawkins at 432-3095.

June 17	Bamberg County, Bamberg
July 1	Woodward Field, Camden
July 15	Hogan Field (private strip near Eastover)
July 29	Laurens County, Laurens
August 12	Darlington County, Dovesville
August 26	Clemson-Oconee County Clemson
Sept. 9	Davis Field, Abbeville
Sept. 23	Newberry Municipal Newberry
Oct. 7	Holly Hill
Oct. 21	Orangeburg Municipal (annual meeting)
Nov. 4	Lancaster County, Lancaster
Nov. 18	Huggins Airport, Timmons ville

Columbia adds clearance freq.

The Columbia Control Tower has initiated a clearance delivery service on 119.75 MHz.

All Stage III departure instructions and IFR clearances will be issued on this frequency. Pilots should contact clearance delivery for departure instructions before taxiing. ➔

MOA proposed for practice bomb runs

The Federal Aviation is considering establishing a small Military Operations Area (MOA) adjacent to the existing Ft. Jackson restricted area for F-16 practice bomb runs.

According to the Air Force request, the jets will drop their dummy ordnance in restricted area R-6001 (the fort's artillery range) but the aircraft require additional airspace to allow a 10 mile run in to the target (see map)

The proposed MOA, labeled Gamecock J MOA, will be active from 500 to 3,500 feet, intermittently, from 6 a.m. to 6 p.m. Monday through Friday. It would be in use an average of two hours a day and would only be activated in conditions of 3,000 foot ceiling and five miles visibility.

State Aeronautics and federal officials have been briefed by the Air Force and concur with the proposal.



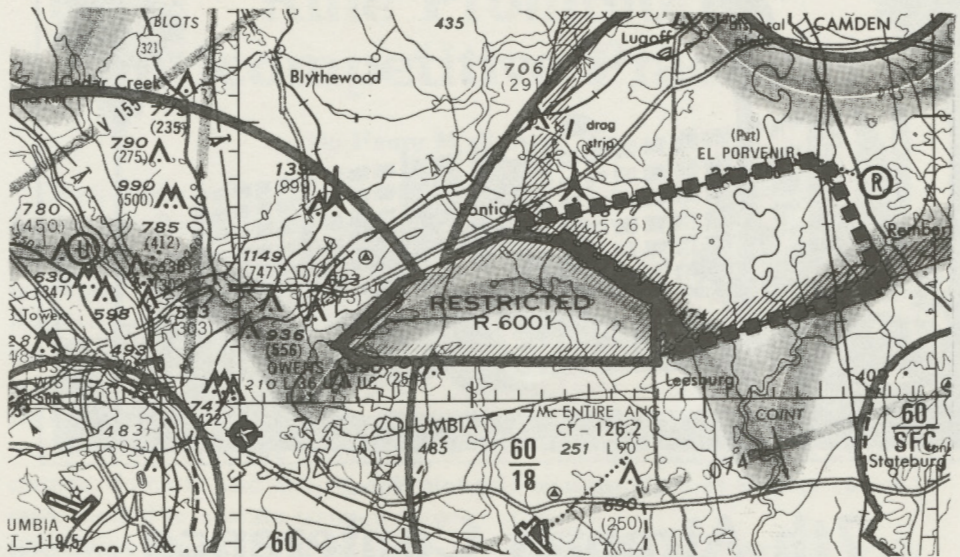
Seaplane pilots meet June 15

Seaplane pilots will meet at Speculator, New York, on Lake Pleasant, for the tenth annual FAA/SPA Seaplane Pilots Safety Seminar June 15-17.

The weekend fly-in and seminar at Camp-of-the-Woods is sponsored by the FAA Albany General Aviation District Office and the Seaplane Pilots Association. Other sponsors include the Ninety Nines, Inc., and float and seaplane manufacturers.

Edward Stimpson, president of the General Aviation Manufacturers Association, and Walter J. Boyne, director of the Smithsonian Institution National Air and Space Museum, will be the featured speakers Saturday night.

Registration starts Friday at 1:00 p.m. For accommodation and camping information, contact the Speculator Chamber of Commerce, Speculator, New York 12164; telephone (518) 548-4521. For information about the fly-in and seminar, contact the Seaplane Pilots Association, 421 Aviation Way, Frederick, Maryland 21701; telephone (301) 695-2083. ➔



Pelion Flight School operating at Corporate

Gerald Ellsworth, a former military air traffic controller, has opened a flight instruction school at Corporate Airport in Pelion.

Ellsworth has been flying for 17 years and instructing for the past 12 and a half. Before settling at Pelion, he instructed at Columbia Airport.

"I've always like to teach. Anytime you're working with students flying, there's never two days the same."

The satisfaction comes in relaying knowledge you know to someone else and then watching the results. Like watching a student in a solo flight when a few weeks before, he knew nothing, he explained.

Corporate is a public use airport with a 4,350 foot runway. Its facilities include a recently completed administration/office building and 100 LL on the field.

"We're off to a bright start and look to a good future," Ellsworth said.

He pointed out that the advantage Corporate Airport has over Columbia is its size. Without having to wait for so many planes to take off, there is more time for instruction and less waiting on the runway.

Ellsworth's Pelion Flight School currently has a Cessna 152 and a Cessna 172 which are used for flight instruction. Ellsworth charges \$35 dual and \$23 solo for the 152.

"As far as I can tell, we have the most reasonable rates in the state," he said.

He said he can get a student a private license for between \$1,200 and \$1,400, which includes 40 hours or more of lessons.

Lesson usually run an hour, so the time it takes to get a license varies upon each individual. Ellsworth said he recommends a minimum of one lesson a week.

"Frequency is important, because the retention is not as good," if there is a time lag between lessons.

It's kind of hard for a student to get it (a license) in 40 hours," he said. "Forty-five is more realistic."

The lessons include 20 hours of dual flying. The solo flying includes 10 hours of cross-country flying.

There is also outside reading and studying required to pass the FAA written exam to get a private license, Ellsworth said.

Ellsworth and his family—wife, Diana, three sons and a daughter—have lived in Columbia area since 1979, and now reside in Gaston.

His family doesn't mind him spending so much time flying, Ellsworth said.

"They think it's the thing for me to do. They support me 100 percent."

U.S. Navy searching for carrier aircraft

The Curator for the Navy is conducting a nationwide search for a World War II U.S. Navy carrier aircraft. The aircraft will be featured as a major artifact in a World War II Exhibit at the Navy Memorial Museum in the Historic Precinct of the Washington Navy Yard.

When completed the permanent exhibit will occupy nearly one third of the 40,000+ square feet of the former Gun Shop. An authentically restored SBD, F4F, F6F, or F4U, featured as the focal point of the exhibit, will highlight the major role of naval aviation in achieving victory at sea during World War II.

New FBO at Darlington

Guy Ingram and Harold Johnson are the new FBO's at Darlington County Airport as of April 1.

Ingram, 47, formerly worked with Newcor Steel in Darlington County. He holds a private pilot's license and is a native of Darlington County. Johnson, 35, is an instrument rated private pilot who is working on his flight instructor certificate.

They will be open from 8 a.m. to dusk. Jet A and 100 LL fuel is available. Maintenance and painting is also available on the field.

Ingram reminds race fans that they will be operating a shuttle service on race days to take spectators to and from the Darlington raceway. ➔

Lawyer-pilots to meet July 11

The Lawyer-Pilots semi-annual Bar Association meeting will be held July 11-15 at the Basin Harbor Club, Vergennes, Vermont.

Contact David E. Prewitt, Suite 1400, 1314 Chestnut St., Philadelphia, PA 19107. Telephone (215) 546-5636. ➔

The Navy Memorial Museum will provide the ideal environment for the largest and most important exhibit of U.S. Navy World War II artifacts in existence. A number of recent developments have dramatically increased public interest in the Museum, boosting monthly visitor counts to three times the past average. These developments include: an overall facelift of the Navy yard; completion of major museum building improvements; construction of important new exhibits such as the CONSTITUTION Gun Deck Exhibit; relocation of the Navy Summer Ceremony to the area directly in front of the museum; the public opening of the memorialized destroyer, ex-USS BARRY DD-933 on the waterfront near the museum; and highly favorable media praise of the museum. Further near term improvements will include: museum air conditioning; placement of the historic iron gun collection on the grounds adjacent to the museum; new museum exhibits; major official ceremonial functions at the museum; and expanded museum educational and public relations programs.

Captain Manny Sousa, USN, action officer in this search, is the Deputy Director of the Naval Historical Center, Washington Navy Yard, Building 57, Washington, D.C. 20374, telephone (202) 433-2379 or 2553. ➔

Commission files objection to Hilton Head tower

The South Carolina Aeronautics Commission has filed an objection to a proposal by a Hilton Head broadcaster to increase the height of a radio transmission tower on the island by 100 feet.

Hilton Head Broadcasting, Inc. proposes to increase the height of its antenna from 315 feet to 415 feet above the ground.

The tower is located five miles southwest of the Hilton Head Airport. An increase in height would raise the minimum descent altitude (MDA) on the RNAV runway 3 approach from



Home grown marijuana targeted

The South Carolina Aeronautics Commission, South Carolina Law Enforcement Division (SLED) and the Drug Enforcement Administration (DEA) have joined together in an effort to rid our state of the Domestic Cultivation of Marijuana.

These agencies, in conjunction with various local and county law enforcement agencies, destroyed over 22,000 plants last year in South Carolina. This was a substantial increase from previous years. Although the exact number of arrests is not known, it is believed to be higher also.

Plans are presently being made, partially through funds supplied by DEA, for this program to be expanded in an effort to increase the effectiveness of this eradication program. The Aeronautics Commission will furnish the aircraft with SLED and local officers who will act as "spotters" and search for the illicit weed.

We would like to extend our sincere best wishes to the pilots and officers in this worthwhile endeavor. ➔

680 to 780 feet above mean sea level and increase the circling MDA's to straight-in minimums.

In its letter of objection to the FAA, the Commission noted the airport had approximately 50,000 operations during 1983 with that number forecast to approach 75,000 by 1995.

"With this type of activity," the Commission wrote, "Construction of the tower and resultant minima increases will create undue hardship and inconvenience to those using the airport. ➔

FSS Automation Program in South Carolina

The beginning....

Encouraged by time saving made possible by the "Aero Plane," the Post Office went into the air mail business in earnest on August 12, 1918.

Two years later the establishment of Air Mail Radio Stations was authorized at key locations on a proposed New York to San Francisco day/night mail route. The date of August 20, 1920, marks a major event in the beginning of the modern day flight service station.

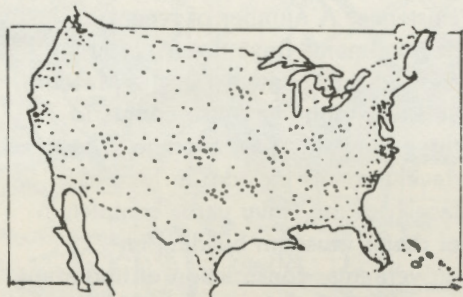
The typical air mail plane in the pioneer stage was an open cockpit DeHavilland biplane with an unreliable compass and little else in the way of instruments. Pilots flew by the "seat of their pants," and counted heavily on the airfield attendant to keep them out of trouble. The 1919 fatality ratio of one pilot killed for every 114,324 miles of flight was reduced to one fatality per 2.5 million miles by 1926.

The present

Our service to pilots and the dedication of our specialists continue to be commendable; however, workload has increased and the FSS as we know it today has become labor intensive. Specialists must sort out briefing information from slow, out-of-date landline equipment in order to present a tailored briefing for a particular route of flight. This process along with other manual duties such as copying and relaying flight plans often makes timely service to the pilot almost impossible.

The future

Yesteryear methods cannot provide cost effective service for the years ahead. We must look to the future and modernize the FSS system if we are to keep pace with projected traffic demands of the 1980's and 1990's.



The 317 facilities, illustrated by the above drawing, have evolved from early mail plane days and are "labor intensive" considering advances available to us in communications and computer technology.

The prototypes

Research and development for Flight Service Station automation since 1971 has resulted in two different prototype systems: the Aviation Weather and NOTAM System (AWANS) and the Meteorological and Aeronautical Presentation System (MAPS). AWANS is operating at FSSs in Atlanta, Georgia, and Indianapolis, Indiana. MAPS is operating at Leesburg, Virginia. The analysis of these systems has provided major input to automation system specifications, and has proven the feasibility of automation as well as the consolidation of smaller FSSs into a centralized complex. The Southern Region played an important role in the development of AWANS from its conception in 1968 at the Atlanta FSS, to implementation as a prototype R&D project in 1971, and finally commissioning as the world's first automated FSS in July 1975.

The First AFSS

The first AFSS has been constructed at Denver, Colorado, Arapahoe County Airport and is waiting the delivery of the new automation system. This will be but one of 61 such locations designed to complete the AFSS network of the future.

Twelve of these facilities are scheduled for construction in the FAA Southern Region, and nationally, 317 manual FSSs will be consolidated and all services provided from the centralized system.

The transition

A very important and integral part of the automation program for South Carolina was accomplished when Anderson was announced as the AFSS site in January 1984.

A new 8,000-square foot building will be constructed and eventually all FSS services will be provided to South Carolina pilots from the Anderson location.

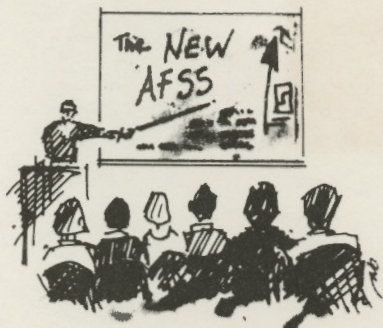
We must transition to the new facility and eventually consolidate the remaining five manual FSSs in South Carolina—all this, and at the same time, keep our commitment to pilots who depend on our services. Here is how this will be done:

- The AFSS will be commissioned (limited service area) with manpower from the existing FSSs at Anderson and Greer.
- Consolidation of the remaining areas now served by Florence, Charleston, and Myrtle Beach will be a phased process.
- Before initiating each phase, services from the new AFSS will be assured. You, the pilot, will be an integral part of this process and will help us evaluate how we are doing.
- In other words, we won't take on the complete service area with one "fell swoop"—we'll take it step-by-step and we'll make sure of each step before we take another, and so on, until the transition and consolidation effort is completed.

The training

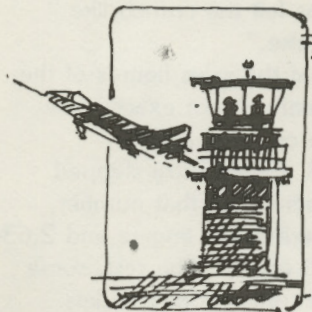
The new AFSS will be new to the specialist as well as the pilot. Training will be emphasized and certification closely scrutinized before new duties are assumed.

Current territorial knowledge will be utilized and the new AFSS sectorized so that we can maintain familiarity to local requirements, terrain, etc. The sector operation will be much like our sectorized ARTCCs.



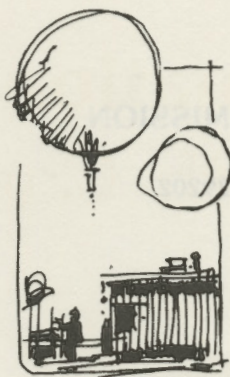
The changes

Some changes in service are bound to happen if we are to automate and consolidate the FSS system into a more cost effective organization. Here are two main areas of concern and how we intend to satisfy your requirements:



Airport advisory

The specialist won't be able to see the airport from the centralized location so Airport Advisory Service "per se" will be slightly different. The new service will be in the form of "Airport Information Service" and will consist of information such as reported traffic and known or reported airport conditions.



Weather observations

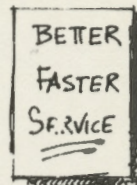
This important service will continue, either by contract to a private vendor or the installation of the new Automated Weather Observing System (AWOS) now under development and testing. Either way, we are committed to continue this vital function to air safety.

The development of AWOS has other important benefits—not only will the installation of the new computerized weather reporting system reduce manpower requirements, it will also be available for new locations, some funded by FAA and others by private ownership should private corporations or smaller airports want a system of their own.

Also, the system updates the weather report on a continuous basis, and you can hear it on your radio or dial into the system on a regular toll-free telephone to aid in your flight planning.

Automation brings many improvements

We have zealously guarded against the "watering down" of our service commitment to you, the pilot, and with the exception of "walk-in" briefing, we are committed to the accomplishment of our goal. Actually, we have used the telephone so extensively, it's part of our daily lives. Pilots very often call from the "fixed base operator" rather than walking a few yards to the local FSS. Some still prefer this "personalized" service but actual surveys put the average figure to around 5%. We believe this to be a reasonable trade-off for a cost-efficient operation and marked improvements of service in other areas.



Let's list some of these improvements:

- Mass weather dissemination will be expanded.
- Hazardous Inflight Weather Advisory Service (HIWAS) will be available at additional locations.
- Automated Weather Observing Systems (AWOS) will be installed by FAA at selected airports and will also be available for purchase by private parties/corporations at smaller airports.
- Software will be developed to allow selfbriefing access by private computer terminals.
- Computer "voice generated" telephone briefing will also be available as new software programs are developed.
- Graphic weather maps and charts will be of improved quality.
- Information will be available almost instantly at any location in the systems following data base entry. This means that all data will be "real-time."
- Weather radar graphics will be expanded to provide almost total coverage.
- Satellite weather graphics will be available to the specialist for "big picture" planning.
- Decreased delay by improved telephone access. ➔



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Depressed Sales forcing layoffs, plant closings

First, Cessna Aircraft Co. announced it had "furloughed" some 700 employees in its single engine manufacturing division and now Piper Aircraft has announced it will close its Pennsylvania facilities and consolidate operations in Florida.

Both developments indicate that the popular general aviation manufacturing firms are being hard hit by the current sales slump in single and multi-engine aircraft.

On May 1, Piper announced it will close its facilities in Lock Haven and Piper, Pa. Approximately 650 people are employed at the Lock Haven Plant producing the Cheyenne IA and II XL propjets, the T1040 Commuter propjet and the Mojave pressurized piston twin. The plant at Piper, Pa. employs 200 people and fabricates metal parts in support of Lock Haven

and Lakeland, Fl.

The decision to move to Florida was made by Lear Siegler, Inc. Piper's parent corporation.

"This has been a very difficult decision and one made with deep regret," said Robert T. Campion, chairman and president of Lear Siegler, Inc. "It was made only after we had explored all other alternatives. In the final analysis, Piper's losses for the past two years and low level of general aviation aircraft sales really made the decision for us. We just could not continue to operate with so much unused capacity in our plants."

On April 1, Cessna's Pawnee division furloughed 700 employees because of slack sales. The Pawnee division manufactures the Cessna 152, Cessna 172, Skylane, Skyhawk, Stationer, Cutlass and Cutlas RG

and the Twin Crusader. Cessna, however, said they expect to bring their employees back on July 2.

"All of General aviation has seen better times," said a spokesman for Cessna Aircraft in Wichita. "Certainly Cessna has felt the crunch like everyone else."

A look at the sales figures of the last few years shown exactly how severe the crunch has been.

In 1978, the industry shipped 17,811 aircraft. Of that number, 14,398 were single engine and 2,634 were multi-engine. The rest, some 780, were turbo-props and jets.

In 1983, only 2,691 aircraft were shipped. That includes 1,811, single engine, 417 multi-engine and 463 turbo props and jets. In five years, aircraft shipments have plummeted 85 percent! ➔

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.